

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

**FOREMAN'S FORM U
TRAIN ORDER CLEARANCE**

RI _____ (Occupation) _____ (Name)

in charge of work at MP _____, calling (Train No.) _____ (after train answers giving his identification): _____

This is RI _____ (Occupation) _____ (Name)

in charge of the work between MP _____ and MP _____ Train Order No. _____ We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at _____ MPH.

Where Rule 10 (i) (2) is authorized, Foreman will omit the words, "Train Order No. _____."

**ENGINEER'S ORAL ACKNOWLEDGMENT
OF FORM U CLEARANCE**

This is engineer of RI Train

_____ (Train No.) _____ (Direction)

I may proceed past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____ at

_____ (Speed) repeat _____ (Speed) miles per hour.

Where Rule 10 (i) (2) is authorized, Engineer will omit the words, "of Order No. _____."

PREVENT INJURY



SAFETY FIRST

Chicago, Rock Island & Pacific Railroad



**TIME
TABLE
DES MOINES DIVISION**

No. **1**

EFFECTIVE AT 12:01 A.M.

SATURDAY, JAN. 1, 1972

CENTRAL TIME—GOODLAND AND EAST
MOUNTAIN TIME—GOODLAND AND WEST

O. R. THURSTON
Superintendent

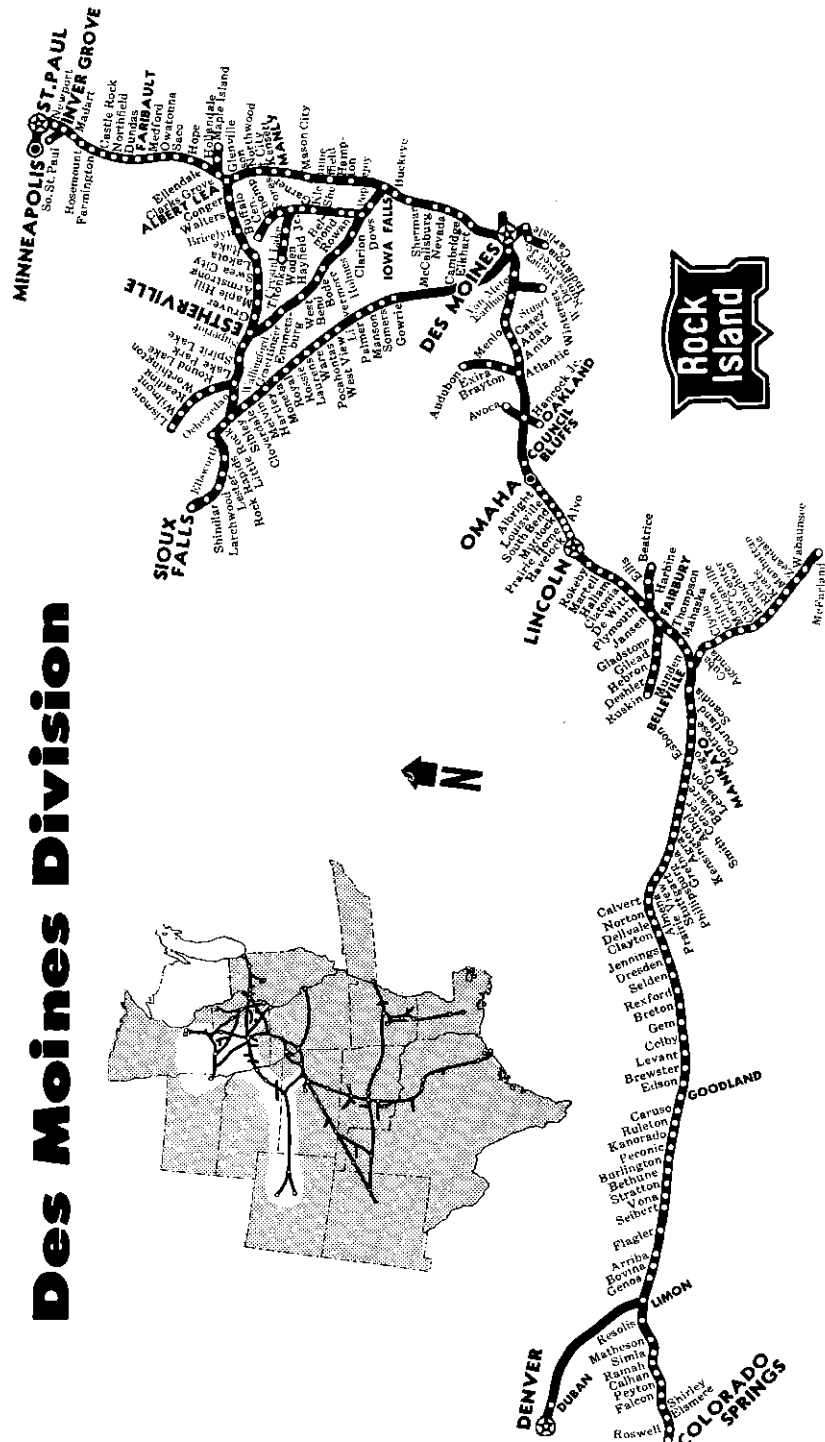
F. J. GARNER
Asst. Gen. Manager

C. R. HURT
Asst. Gen. Manager

W. C. HOENIG
General Manager

This Time Table for the exclusive use
and guidance of employees

Des Moines Division



Southward		Main Line		Northward		
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	Subdivision 11 Stations	M.P. from Burlington	Signs
.....	.....	60364		MINNEAPOLIS	364.9	.....
.....	.....	60354		ST. PAUL	353.4	.....
.....	.....	60346		NEWPORT	345.9	.....
.....	Yard	60344	Continuous	INVER GROVE..... *TO(N)	344.4	RFWT YYdBC
3263	63	60333		ROSEMOUNT..... P	333.5	Y....
4282	144	60326		FARMINGTON.....	326.3	WY...
2618	42	60319		CASTLE ROCK.....	319.5	.....
4701	134	59813		NORTHFIELD..... P	343.4	T....
2974	32	57910		DUNDAS.....	310.3	.....
4863	.....	.....		COMUS..... P	306.5	.....
.....	.....	.....		CNW Crossing..... P	303.0	.....
2260	99	57300	8:00a-5:00p#	FARIBAULT..... @ *TO(N)	299.7	W....
5988	.....	57296		KASPER..... P	295.5	.....
.....	N9	57291		MEDFORD..... P	290.3	.....
6210	82	57284	8:30a-5:30pL	OWATONNA..... *TO(N)	284.3	.....
.....	16	57275		HOPE..... P	275.0	.....
6155	34	57269	7:30a-4:30p#	ELLENDALE..... @..... P	268.7	.....
6579	39	57261		CLARKS GROVE... P	260.9	.....
4888	Yard	57253	8:00a-5:00p% 8:00p-4:00a#	ALBERT LEA-CRIBB @ *TO(N)	252.7	TWBC
.....	.....	.....		CMSI P&P Crossing . P	252.4	.....
.....	.....	.....		ALBERT LEA-C&N..... TO	252.6	RBWC YYd
.....	.....	.....		CMSI P&P Crossing..... UX	252.3	.....
.....	.....	57252		CURTIS..... P	251.7	.....
4530	20	57246		GLENVILLE..... P	245.9	.....
6076	.....	57241		GORDON, MINN..... P	240.9	.....
3356	57	57236	7:30a-4:30p#	NORTHWOOD, IA..... TO(N)	235.9	.....
4084	35	57230		KENSETT..... P	229.5	.....
.....	Yard	.....		WEST YARD..... *P	226.5	.....
.....	Yard	57225	Continuous	MANLY..... @ *TO(N)	225.4	RFWT BC Yd
					120.8	

Automatic Block System MP 333.5 to MP 346.0 Rules 400 to 406

Automatic Block System Rules 400-406 MP 226.5 to MP 306.5

WHEN OPERATING UNDER RULE 356 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 50 MPH

Dispatchers Phones between Stations located at:
MP 250 Pole 4
MP 250 Pole 27

See Pages 3 and 4 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 11	
Curtis and C&NW Albert Lea Sta	20
MP 252 Pole 0 to MP 252 Pole 22	20
MP 303 Pole 0 to MP 303 Pole 12	45
MP 342 Pole 4 to MP 342 Pole 14	45
MP 344 Pole 1 to MP 345 Pole 28	20
Bridge 3450 Mississippi River	10

SUBDIVISION 12	
MP 73 Pole 31 to MP 74 Pole 25	35
MP 109 Pole 24 to MP 110 Pole 11	45
MP 147 Pole 11 to MP 147 Pole 35	25
MP 164 Pole 11 CNW Crossing	35
MP 191.1 (IT Crossing)	10
Manly—C&NW Connecting Tracks	10

SPECIAL INSTRUCTIONS

SUBDIVISION 11

Rule 83: Inver Grove, Manly and Albert Lea for trains originating or terminating.

Trains between Minneapolis and St. Paul will be governed by CMStP&P (LaCrosse Division) timetable and operating rules.

Trains between Robert Street and Division Street, St. Paul, will be governed by St. Paul Union Depot operating rules.

White oscillating headlight must be extinguished between east yard limits South Minneapolis and passenger depot Minneapolis and between Chestnut Street and Division Street, St. Paul.

Trains between St. Paul and Newport will be governed by BN and CMStP&P operating rules and joint timetable.

Southward trains may leave Newport without clearance.

Inver Grove is initial station for southward extra trains. Northward trains originating at Inver Grove must obtain clearance.

Inver Grove drawbridge 3450 protected by interlocking. Authority to pass STOP indication this interlocking may be given by bridge tender. Southward absolute signal this interlocking also protects facing point movements over spring switch north leg of wye Inver Grove.

Trains between Rosemount and Comus will be governed by CMStP&P (Iowa, Minnesota and Dakota Division) timetable and operating rules.

Northward IC trains may leave Glenville without a clearance.

If an IC train is delayed at Glenville, doing station work, crew member will push button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

Manly—between MP 224 Pole 38 and MP 225 Pole 10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office. Within

SPECIAL INSTRUCTIONS—continued

these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located at MP 225 Pole 10 governs movements through crossover to main track southward to "End Of Block" sign.

At Manly C&NW trains may register by Form 1339.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
252.3	CMStP&P	Stop Signs	—	—	—	—

Industrial or spur tracks are located at:

MP	Name	Car Capacity
286.5	Wickes Lumber Co.	24

Overhead or side restricted clearance as follows:

St. Paul, Minn.—Northern Pacific trackage, East Side Line at Tunnel No. 1 between Third St. and Mississippi St.

Owatonna, Minn.—C&NW overhead bridge MP 284 Pole 23 verticle clearance 20 ft. 4½ ins. and horizontal clearance 8 ft. 3¼ ins. on main track; 19 ft. vertical clearance on siding.

SUBDIVISION 12

Manly—between MP 224 Pole 38 and MP 225 Pole 10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office. Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located at MP 225 Pole 10 governs movements through crossover to main track southward to "End Of Block" sign.

At Manly C&NW trains may register by Form 1339.

Trains between Manly and Clear Lake Jct. will be governed by C&NW (Central Division) timetable and operating rules.

Between Clear Lake Jct. and north switch of siding Flint southward trains will operate per Rule 93.

Movement of northward trains to C&NW main track at Clear Lake Jct. and over Iowa Terminal crossing will be governed by northward signal located 350 feet south of Clear Lake Jct. switch. Northward trains advanced on main track by calling-on signal 221 (A) may proceed on main track to C&NW northward interlocking signal and be governed accordingly.

Clear Lake Jct. is designated as initial station for southward trains.

SPECIAL INSTRUCTIONS—continued

SUBDIVISION 12

Southward trains will not require clearance at Clear Lake Jct.

Crews will obtain permission from dispatcher before entering main track from Industry Spur at MP 77 Pole 32.

Rule 83: Manly, Short Line Jct.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Deraill Against	Light Arrangement For	
					Stop	Proceed
119.9	C&NW	Deraill	—	C&NW	Red	—

Industrial or spur tracks are located at:

MP	Name	Car Capacity
76.8	IU Transfer	30
78.5	General Mills Spur	39
159.8	Federated Power Plant	20

Overhead or side restricted clearances as follows:

Cambridge, Iowa—Milw RR overhead bridge 966 MP 96 Pole 18 vertical clearance 20 ft. 3 ins. and horizontal clearance 8 ft. 6 ins.

The following symbols used in "Office Hours" column indicate:

daily except Saturday, Sunday and holidays

£ daily except Saturday

% daily except Sunday

& 7 days but not continuous service

@ indicates base station for locations within square bracket.

Southward				Main Line				Northward							
SECOND CLASS				SUBDIVISION 12 STATIONS				SECOND CLASS							
65				TIME TABLE NO. 1				68							
Freight				JAN. 1, 1972				Freight							
Daily								Daily							
A.M. 5.30				M.P. from Allerton				A.M. 12.15							
5.52				Signs				11.58							
6.01				Office Hours				8:00a-5:00p#							
6.02															
6.22															
6.36															
6.48															
7.20															
7.25															
7.42															
7.57															
8.10															
8.29															
8.44															
8.59															
9.30 A.M.															
				MANLY	.....	*TO(N)	202.1	RFWT	YdBC						
				C&NW Crossing	.....	M	193.2								
				MASON CITY	.....	TO	192.6	BYdBC							
				C&M&P Crossing	.....	A	192.0								
				IT Crossing	.....	A									
				CLEAR LAKE JCT	.....		191.1	Yd			11.49				
				FLINT	.....	P	190.5	Yd			11.48				
				HURLEY	.....	P	182.2								
				SHEFFIELD	.....	TO	174.5				11.28				
				CHAPIN	.....	P	170.1								
				C&NW Crossing	.....	AP	164.2								
				C&NW Crossing	.....	A	164.1								
				HAMPTON	.....	@.....*TO	163.7				11.14				
				BRADFORD	.....	P	155.4				11.02				
				ARGON	.....	P	148.2	YdY			10.53				
				MILLS	.....	*TO	147.7	C							
				(IC Crossing)	.....	M									
				CRI&P Crossing	.....	M	147.7								
				IOWA FALLS	.....		147.4	WYd							
				PURINA	.....	P	146.3	Yd			10.48				
				BUCKEYE	.....	P	137.5				10.36				
				SHERMAN	.....	P	133.0								
				GARDEN CITY	.....	P	125.4				10.21				
				C&NW Crossing	.....	UX	119.9								
				McCALLSBURG	.....	@..... TO	119.8				10.14				
				FERNALD	.....	P	113.4								
				NEVADA	.....	@.....*TO	107.0				9.55				
				SHIPLEY	.....	P	103.1								
				CAMBRIDGE	.....	TO(N)	96.6				9.40				
				ELKHART	.....	P	89.5								
				ENTERPRISE	.....	P	85.3				9.25				
				SWANWOOD	.....	P	78.6								
				C&NW Crossing	.....	M	73.9								
				SHORT LINE JCT	.....	*TO(N)	73.6	RFWT	YYdBC		9.00 P.M.				
				(CRI&P Crossing)	.....	M									

Automatic Block System MP73 to MPI91

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 50 MPH

See Pages 3 and 4 for Speed Restrictions and Special Instructions.

Southward				Main Line				Northward							
SUBDIVISION 16 STATIONS				SUBDIVISION 16 STATIONS				SUBDIVISION 16-A STATIONS							
TIME TABLE NO. 1				TIME TABLE NO. 1				TIME TABLE NO. 1							
JANUARY 1, 1972				JANUARY 1, 1972				JANUARY 1, 1972							
Freight				Office Hours				M.P. from West Wye Switch Allerton							
Daily								Signs							
A.M. 5.30				M.P. from West Wye Switch Allerton				M.P. from Chicago via Des Moines							
5.52															
6.01															
6.02															
6.22															
6.36															
6.48															
7.20															
7.25															
7.42															
7.57															
8.10															
8.29															
8.44															
8.59															
9.30 A.M.															
				SHORT LINE JCT	*TO(N)	73.6	RFWT							
				CRI&P Crossing	M	73.6	YYdBC							
				DMU Crossing	M	73.4								
				BN Crossing	M	72.9								
				AVON	P	66.8								
				CARLISLE	TO	64.7	W....							

Automatic Block System

MP 65.0 To BN Xing Rules 400-406

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 50 MPH

SPEED RESTRICTIONS
 MP 72 Pole 3 to MP 73 Pole 31 (Except as shown below) 35
 MP 73 Pole 14 to MP 73 Pole 15 (DMU Crossing and Bulk Matl. Svc. Sw.) 20

SPECIAL INSTRUCTIONS
 Engines must not be operated over car dump FGDA elevator Avon.
 Rule 83: Short Line Jct. for trains originating or terminating.

Westward				Indianola Branch				Eastward							
SUBDIVISION 16-A STATIONS				SUBDIVISION 16-A STATIONS				SUBDIVISION 16-A STATIONS							
TIME TABLE NO. 1				TIME TABLE NO. 1				TIME TABLE NO. 1							
JANUARY 1, 1972				JANUARY 1, 1972				JANUARY 1, 1972							
Freight				Office Hours				M.P. from Chicago via Des Moines							
Daily								Signs							
A.M. 5.30				M.P. from Chicago via Des Moines				M.P. from Chicago via Des Moines							
5.52															
6.01															
6.02															
6.22															
6.36															
6.48															
7.20															
7.25															
7.42															
7.57															
8.10															
8.29															
8.44															
8.59															
9.30 A.M.															
				CARLISLE	@..... TO	368.8	W....							
				INDIANOLA	380.1								

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10((2) AUTHORIZED.

MAXIMUM SPEED: 10 MPH

The following symbols used in "Office Hours" column indicate:
 # daily except Saturday, Sunday and holidays
 £ daily except Saturday
 % daily except Sunday
 & 7 days but not continuous service
 @ indicates base station for locations within square bracket.

Main Line Westward

SECOND CLASS				M.P. from Chicago	Footage Capacity of Sidings	Car Capacity of Other Tracks	Office Hours
81	59	43					
Freight	Freight	Freight					
				355.6	.....	Yard	Continuous
				356.2	.....	.....
				357.8	.....	341	Continuous
				358.3	.....	.....
	6.00	9.40	6.02	358.6	.....	.....
	6.05	9.45 88	6.08	362.6	.....	459	7:30a-4:30p#
				362.7	.....	.....
	6.17	9.57	6.17	372.7	5958	12	
				376.6	.....	W-26	
				379.8	.....	19	
				385.5	.....	165	
	6.36	10.16	6.33	387.4	6202	42	10:00a-6:00p#
				393.0	.....	26	
	6.47	10.27	6.43	398.2	.....	138	6:30a-3:30p#
	6.52	10.32	6.47	403.1	12000	30	
	6.59	10.39	6.54	410.1	3530	34	
				416.8	.....	84	1:00p-2:00p#
	7.15	10.55	7.08	425.5	5058	60	9:45a-11:45a#
				432.5	.....	W-25	
	7.31	11.10	7.21	439.9	6208	Yard	7:00a-3:00p & 4:00p-12MN &
		A.M.		440.7	.....	.....
				455.6	14882	7	
				459.3	.....	57	
				474.7	6306	.....
				476.6	.....	10	
	8.25 P.M.	12.05 P.M.	8.20 A.M.	487.8	.....	Yard	Continuous

SUBDIVISION 5 STATIONS
TIME TABLE NO. 1
JANUARY 1, 1972

MP 355-37 to 362-29
Rules 450 to 453 Incl.

MP 439-19 to MP 487-8
Rules 400-406 Incl.

Automatic Block System

Two Main Tracks

SHORT LINE JCT (CRI&P Crossing) *TO(N) M
0.6
DMU-C&NW and UX
FIDDM&S Crossing UX
1.6
DES MOINES *TO(N) UX
0.5
DMU Crossing UX
0.3
CNW JCT P
4.0
WEST DES MOINES *TO P
0.1
CNW JCT P
10.0
BOONEVILLE P
3.9
VAN METER P
3.2
DeSOTO P
5.7
WINEAR P
1.9
EARLHAM @ *TO
5.6
DEXTER P
5.2
STUART @ TO
4.9
MENLO P
7.0
CASEY P
6.7
ADAIR *TO
7.8
ANITA TO
7.0
WIOTA P
7.4
ATLANTIC *TO
0.8
AUDUBON JCT P
14.8
HILLIS P
3.7
HANCOCK JCT P
15.4
PETER P
1.9
McCLELLAND P
11.4
BLUFFS *TO(N) P
132.2

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 60MPH

Dispatcher Phones Between Stations Located At:
MP421 Pole 0 MP458 Pole 11
MP449 Pole 32 MP469 Pole 30
MP481 Pole 0

See Page 9 for Speed Restrictions and Special Instructions.

Main Line Eastward

SUBDIVISION 5 STATIONS TIME TABLE NO. 1 JAN. 1, 1972				Signs	Station Numbers	SECOND CLASS			
88	82	2	84						
Freight	Freight	Freight	Freight						
				RFWT YYdBC	50172	A.M. 10.15	P.M. 2.15	P.M. 11.35	A.M. 2.20
				..... UX	.....			
				RWYd C	50174				
				..... UX	.....			
				YdBC	50179	⁵⁹ 9.45	1.48	11.18	1.55
							
				P	42189	9.34	1.36	11.06	1.40
				P	42193				
				P	42196				
				P	42202				
				*TO	42204	9.04	1.04	10.34	1.05
				P	42209				
				TO	42215	8.51	12.49	10.19	12.50
				P	42219	8.48	12.46	10.16	12.45
				P	42226	8.38	12.36	10.06	12.35
				*TO	42234				
				TO	42242	8.19	P.M. 12.18	9.48	A.M. 12.15
				P	42249				
				*TO	42256	8.01	A.M. 11.59	9.30	P.M. 11.55
				P	.....			
				P	42272				
				P	42276				
				P	42291				
				P	42293				
				FWT YdBC	43314	7.00 A.M.	11.00 A.M.	8.30 P.M.	10.40 P.M.
							

SUBDIVISION 5 STATIONS
TIME TABLE NO. 1
JAN. 1, 1972

MP 355-37 to 362-29
Rules 450 to 453 Incl.

MP 439-19 to MP 487-8
Rules 400-406 Incl.

Automatic Block System

Two Main Tracks

SHORT LINE JCT (CRI&P Crossing) *TO(N) M
0.6
DMU-C&NW and UX
FIDDM&S Crossing UX
1.6
DES MOINES *TO(N) UX
0.5
DMU Crossing UX
0.3
CNW JCT P
4.0
WEST DES MOINES *TO P
0.1
CNW JCT P
10.0
BOONEVILLE P
3.9
VAN METER P
3.2
DeSOTO P
5.7
WINEAR P
1.9
EARLHAM *TO P
5.6
DEXTER P
5.2
STUART TO
4.9
MENLO P
7.0
CASEY P
6.7
ADAIR *TO P
7.8
ANITA TO
7.0
WIOTA P
7.4
ATLANTIC *TO P
0.8
AUDUBON JCT P
14.8
HILLIS P
3.7
HANCOCK JCT P
15.4
PETER P
1.9
McCLELLAND P
11.4
BLUFFS *TO(N) P
132.2

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 60 MPH

See Page 9 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 5	
MP 355 Pole 31 to MP 359 Pole 10	20
West 1st Street to West 16th Street Des Moines	10
MP 359 Pole 10 to MP 362 Pole 18	50
MP 362 Pole 28 to MP 363 Pole 3	35
MP 365 Pole 11 to MP 366 Pole 12	55
MP 377 Pole 11 to MP 377 Pole 38	40
MP 377 Pole 38 to MP 384 Pole 32	
(Except as shown below)	50
MP 377 Pole 39 to MP 378 Pole 13	45
MP 378 Pole 21 to MP 378 Pole 35	50
MP 380 Pole 5 to MP 380 Pole 31	50
MP 454 Pole 0 to MP 457 Pole 0 (Hillis Siding)	25
MP 484 Pole 16 to MP 484 Pole 21	40
MP 486 Pole 5 to MP 487 Pole 12	30
MP 487 Pole 12 to MP 490 Pole 1	20

SPECIAL INSTRUCTIONS

SUBDIVISION 5
 Rule 83: Short Line Jct. and Bluffs for trains originating or terminating.
 Trains and engines may move between Short Line Jct. and West Des Moines without train orders.
 Between West 11th Street and East 7th Street Des Moines all trains and engines will move at Low Speed.
 Both main tracks between West 1st Street and West 11th Street, Des Moines are not signalled.
 Des Moines, West 11th St., MP 358 Pole 3, dwarf signals are located 200 feet from DMU crossing and govern movement with the current of traffic and have no automatic block signal function. When they indicate Stop, trains and engines must be preceded by a flagman to the crossing.
 West Des Moines, the end of Two Main Tracks and C&NW Jct. at MP 362 Pole 7 are protected by interlocking.
 Westward trains meeting eastward trains at end of Two Main Tracks West Des Moines will stop with forward end of engine or car immediately east of First Street. When ready to proceed, interlocking signal will clear if block is unoccupied when forward end of engine or car is a short distance west of First Street.
 Eastward dwarf signal located between main track and auxiliary track at MP 362 Pole 33 will indicate proceed when main track switch is lined for auxiliary track providing block is unoccupied.
 Westward trains enroute to C&NW will sound four short blasts of whistle approaching West Des Moines.
 AT C&NW Jct. MP 358 Pole 6, trains moving against the current of traffic will stop before crossing the Junction. All trains and engines moving with the current of traffic approach this Junction at Restricted Speed. Signal No. 3587 will govern train and engine movement from C&NW tracks to Westward main track. Normal indication of Signal 3587 is STOP and will

SPECIAL INSTRUCTIONS—continued

indicate proceed only when switches are properly lined. Push button type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99 or D-99. If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.
 Trains and engines moving against the current of traffic MP 362 Pole 9 on Eastward Main Track reduce speed to 20 MPH until First Street West Des Moines is occupied.
 Trains handling rock cars between Winear and West Des Moines must not exceed 30 MPH.
 All trains will register by Form 1339 at Atlantic when operator on duty.
 Bulletin Boards and General Order Books are located at:
 Des Moines—C&NW Yard Welfare Room
 C&NW Engine House
 Standard Clocks are located at:
 Des Moines—C&NW Engine House
 Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
356.2	DMU-C&NW FtDDM&S	Stop Signs	-	-	-	-
358.3	DMU	Gate	Trainmen	DMU	Red	-

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
384.5	Concrete Materials Co.	40
385.6	Quarry	125

Overhead or side restricted clearances as follows:
 Des Moines—Steel canopy just west of Fifth Street between No. 1 track and Bush track 14 ft. 6 in.
 North industry track just west of Fifth Street.
 Highway crossing signals West 11th Street between old freight house lead and Short No. 4.
 West Des Moines—Between 11th Street and 150 feet east between tracks 1-2-3-4.
 Winear—Loading dock Concrete Materials Co. MP 384 Pole 37.
 The following symbols used in "Office Hours" column indicate:
 # daily except Saturday, Sunday and holidays
 £ daily except Saturday
 % daily except Sunday
 & 7 days but not continuous service
 @ indicates base station for locations within square bracket.

Westward

Winear-Winterset Branch

Eastward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 5-A STATIONS TIME TABLE NO. 1 JANUARY 1, 1972		M.P. from Chicago	Signs
		165	42202		WINEAR.....	P	385.5	Y....
		228	42012	8:00a-5:00p#	WINTERSET.....		397.8	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.
 MAXIMUM SPEED: All Trains 30 MPH

Westward

Audubon Branch

Eastward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 5-B STATIONS TIME TABLE NO. 1 JANUARY 1, 1972		M.P. from Chicago	Signs
		6208	Yard	42256	7:00a-3:00p & 4:00p-12MN &	ATLANTIC.....	*TO	439.9	RFWY
		.....	.....	.....		AUDUBON JCT.....	P	440.7	.....
		.....	31	42007		BRAYTON.....		452.0	.....
		.....	47	42009	1:15p-3:15p#	EXIRA.....		455.7	.....
		.....	25	42011		HAMLIN.....		461.0	.....
		.....	110	42013	8:00a-5:00p#	AUDUBON.....	@.....	465.1	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.
 MAXIMUM SPEED: All Trains 15 MPH

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
442.9	Moorman Feed Company	15
463.3	Nishna	12

The following symbols used in "Office Hours" column indicate:
 # daily exc. Sat., Sun. and Holidays
 £ daily exc. Sat.
 % daily exc. Sun. & 7 days/not cont.
 @ indicates base station for locations within square bracket.

Southward

Oakland Branch

Northward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 5-C STATIONS TIME TABLE NO. 1 JANUARY 1, 1972		M.P. from Avoca	Signs
		67	42019		AVOCA.....		0.0	.....
		23	42017		HANCOCK.....		6.4	.....
		57	42276		HANCOCK JCT...]	P	6.8	.....
		35	42015	8:00a-5:00p%	OAKLAND.....	@.....	12.3	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.
 MAXIMUM SPEED: All Trains 35 MPH

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
10.15	American Beef	56

Overhead or side restricted clearances as follows:
 Hancock—Loading platform Gulf Fertilizer Co. south house track.

Westward			Main Line				Eastward				
SECOND CLASS		Freight	Freight	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 6 STATIONS		SECOND CLASS	
81	59							60	82		
Freight	Freight							Freight	Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
P.M. 9.30	P.M. 12.10			.....	Yard	43314	Continuous			P.M. 1.00	A.M. 1.00
				.....	Yard	43316					
				.....		43320					
10.05	12.45			.....						
										
10.10	12.50	3194	88	43325						P.M. 12.10	A.M. 12.10
		.....	E-17	45335							
10.30	1.10	4560	35	45343	7:30a-4:30p#					A.M. 11.50	P.M. 11.50
										
										
		.....	E9	45348							
		.....		45353							
10.50	1.30	4478	19	45360							
		.....		45367							
		.....		45374							
11.10	1.50	2860	Yard	45378	7:00a-3:00p# 3:30p-11:30p#						
82		.....		45386							
		.....		45392							
11.35	2.15	4124	27	45399	6:45a-3:45p#						
P.M.		.....		45405							
		.....		45419							
12.05	2.45	3930	26	45428							
A.M. 12.15	2.55	.....	Yard	45435	Continuous						
A.M.	P.M.										

400.406
MP487 B
MP489

Automatic Block System MP507-20 to MP612-32 and MP149-32 to MP155-20

TWO MAIN TRACKS

BLUFFS.....	*TO(N)	487.8	.....	RFWT	YaBC		
1.0							
CO. BLUFFS, IA		488.8	.....	Yd			
3.9							
OMAHA, NEB	*	492.7	.....	WYd			
4.4							
CRIP JCT...		507.5	.....			
0.0							
UP Crossing.		507.5	.....			
0.3							
ALBRIGHT.....	P	507.8	.....	Yd			
10.3							
RICHFIELD..	P	518.1	.....			
7.7							
LOUISVILLE	@.....*TO	525.8	.....			
0.0							
MoPac Crossing	A	525.8	.....			
4.7							
BN Crossing.	A	530.5	.....			
0.5							
SOUTH BEND	P	531.0	.....			
5.3							
MURDOCK....	.....*TO(N)	536.3	.....			
6.7							
ALYO.....	P	543.0	.....			11.30	11.30
7.3							
PRAIRIE HOME	P	550.3	.....			
6.7							
HAVELOCK..	P	557.0	.....			
3.8							
Mo Pac Crossing	UX	560.8	.....			
0.6							
LINCOLN....	@.....*TO	561.4	.....	W BC		11.10	11.10
8.4							
ROKEBY.....	P	569.8	.....			
5.5							
MARTELL....	P	575.3	.....			
7.0							
HALLAM.....	@.....*TO	582.3	.....			10.40	10.40
6.3							
CLATONIA...	P	588.6	.....			
13.4							
PLYMOUTH	P	602.0	.....			
10.7							
JANSEN.....	P	612.7	149.7			10.15	10.15
5.8							
FAIRBURY, NEBR	@....*TO(N)	.....	155.5	YdBC	FWT	9.55	9.55
120.0						A.M.	P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(j) AUTHORIZED

MAXIMUM SPEED: All Trains 60 MPH

See Page 12 for Speed Restrictions and Special Instructions.

Dispatchers Phones Between Stations Located At:
MP512 Pole 18

The following symbols used in "Office Hours" column indicate:
daily exc. Sat., Sun. and Holidays
£ daily exc. Sat.
% daily exc. Sun.
& 7 days/not cont.
@ indicates base station for locations within square bracket.

SPEED RESTRICTIONS

MPH

SUBDIVISION 6

MP 486 Pole 5 to MP 487 Pole 12	30
MP 487 Pole 12 to MP 490 Pole 1	20
MP 507 Pole 21 to MP 508 Pole 13	25
MP 508 Pole 13 to MP 522 Pole 5	
(Except as shown below)	50
MP 509 Pole 28 to MP 510 Pole 0	45
MP 530 Pole 0 to MP 531 Pole 17	50
MP 545 Pole 4 to MP 546 Pole 39	50
MP 551 Pole 30 to MP 552 Pole 9	50
MP 557 Pole 27 to MP 557 Pole 41	55
MP 560 Pole 18 to MP 561 Pole 32	25
MP 561 Pole 32 to MP 562 Pole 36	30
MP 562 Pole 36 to MP 564 Pole 11	50
MP 151 Pole 15 to MP 153 Pole 38	55
MP 153 Pole 38 to MP 155 Pole 0	50

SPECIAL INSTRUCTIONS—continued

sides. Engines equipped with snow plow pilot must not be operated through this shed. This location will not clear man on side of car.

Warning and obstruction lights, as listed below, will govern. Warning and obstruction lights are installed on facilities at car shaker pit, 3200 feet from main track at Sheldon Station as follows:

(a) Two (2) red warning lights on south end and two (2) red warning lights on north end of Shaker House: One (1) red warning light on either side of entrance. (Warning lights are normally off—lights are on when shaker is lowered from its extreme hoisted position and/or when fuel oil pump, which supplies thawing burners, is in operation.)

(b) One (1) red obstruction light on elevated platform along west side of Shaker House—light is on at all times.

(c) Two (2) red obstruction lights on steel barrier gate located at south end of Shaker House—lights are on at all times.

Barrier gate is normally open. Personnel from Sheldon Station will close barrier gate when there is any reason that train crews should not proceed through the facilities. Railroad crossings at grade are protected by interlocking except as follows:

SPECIAL INSTRUCTIONS

SUBDIVISION 6

Rule 83: Jansen for trains originating or terminating. Bluffs for trains originating or terminating.

Between Third and Eighth Streets, Co. Bluffs trains and engines will move at Low Speed. Trains and engines may move between Bluffs and Co. Bluffs without train orders or clearances.

While operating on all UP tracks in Co. Bluffs Omaha and South Omaha, each member of train and engine crew must have a copy of and be governed by UP rules, Bridge Subdivision special rules and Bridge Subdivision time table.

Engines may occupy Western Sand and Gravel Spur MP 530.2 for sufficient distance only to clear insulated joint behind dwarf signal of interlocking.

When necessary to handle cars through covered shed over main lead in Power Plant Sheldon Station MP 581.5, stop must be made to be certain cars will clear overhead and

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
489.5	IC-C&NW	Stop Signs	—	—	—	—
489.8	C&NW-BN	Stop Signs	—	—	—	—
507.5	UP	Gate	Trainmen	UP	Red	—
560.8	Mo-Pac	Gate	Trainmen	MoPac	Red	—

Industrial or spur tracks are located at:

MP	Name	Car Capacity
530.2	Western Sand and Gravel	78
556.0	Bethany Spur	3
558.0	W. T. Good Spur	12
581.5	Sheldon Station	20

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service

@ indicates base station for locations within square bracket.

Westward		Beatrice Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 6-A STATIONS TIME TABLE NO. 1 JANUARY 1, 1972		M.P. from St. Joseph	Signs
1050	129	45089	7:30a-4:30p#	BEATRICE.....	@.....TO(N)	129.2	Y....
.....	.....	.....	.....	UP Crossing .....	..... UX	129.3	.....
.....	.....	.....	.....	BN Crossing .....	..... UX	129.5	.....
.....	23	45097	.....	ELLIS.....	.....	137.6	.....
.....	27	45103	.....	HARBINE.....	.....	143.2	.....
3930	32	45428	.....	JANSEN.....	..... P	149.2	R....

MAXIMUM SPEED: All Trains 15 MPH
 TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10 (1)(2) AUTHORIZED.

SPECIAL INSTRUCTIONS
 Rule 83: Jansen for trains originating or terminating. Westward trains must obtain clearance at Beatrice. Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light For	
					Stop	Proceed
129.3	UP	Stop Signs	-	-	-	-
129.5	BN	Stop Signs	-	-	-	-

Westward		Ruskin Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 6-B STATIONS TIME TABLE NO. 1 JANUARY 1, 1972		M.P. from St. Joseph	Signs
.....	Yard	45435	Continuous	FAIRBURY.....	@.....*TO(N)	155.5	RYdB FWTC
.....	16	36008	.....	GLADSTONE.....	.....	163.6	.....
.....	36	36014	.....	GILEAD.....	.....	169.5	.....
.....	30	36024	.....	HEBRON.....	.....	179.4	.....
.....	49	36031	8:00a-5:00p#	DESHLER.....	@.....	187.1	.....
.....	58	36039	.....	RUSKIN.....	.....	194.9	Y....

MAXIMUM SPEED: All Trains 10 MPH
 TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10 (1)(2) AUTHORIZED.

SPECIAL INSTRUCTIONS
 Trains and Engines must stop before passing over Highway US 81 crossing Hebron MP 178 Pole 23 and movement must be protected by member of the crew located on the ground at crossing.
 For operation from our yard Fairbury to the Ruskin Branch Subdivision 6-B, or vice versa, the following will govern with respect to use of Union Pacific trackage. A train, engine or motor car must not occupy, nor foul, the Union Pacific main track or control siding until authority to occupy such track has been received from the Union Pacific Dispatcher or Operator. Switches to such main track or controlled siding must not be operated until authority has been received from the Union Pacific Dispatcher or Operator.
 The Union Pacific Dispatcher or Operator will designate the time and between what points you may occupy their trackage.

The following symbols used in "Office Hours" column indicate:
 # daily exc. Sat., Sun. and Holidays
 - indicates base station for locations within square bracket.

Westward		Main Line				Eastward		
SECOND CLASS			SUBDIVISION 7 STATIONS TIME TABLE NO. 1 JAN. 1, 1972		SECOND CLASS			
73	59	81	74	60	82	Freight	Freight	Freight
Freight	Freight	Freight	Freight	Freight	Freight	Daily	Daily	Daily
Daily	Daily	Daily	Daily	Daily	Daily			
P.M. 6.00	P.M. 2.55	A.M. 12.15						
6.25	3.20	12.40	6.25	3.20	12.40	6.25	3.20	12.40
7.30	3.45	1.05	7.30	3.45	1.05	7.30	3.45	1.05
7.48	4.03	1.23	7.48	4.03	1.23	7.48	4.03	1.23
8.06	4.21	1.41	8.06	4.21	1.41	8.06	4.21	1.41
8.19	4.34	1.54	8.19	4.34	1.54	8.19	4.34	1.54
8.44	4.59	2.19	8.44	4.59	2.19	8.44	4.59	2.19
9.05	5.20	2.40	9.05	5.20	2.40	9.05	5.20	2.40
9.20 P.M.	5.35 P.M.	2.55 A.M.	9.20 P.M.	5.35 P.M.	2.55 A.M.	9.20 P.M.	5.35 P.M.	2.55 A.M.

MAXIMUM SPEED: All Trains 60 MPH
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(j) AUTHORIZED.

ALL TRAINS AND ENGINES MUST OBTAIN CLEARANCE AT BELLEVILLE AND MAY REGISTER BY FORM 1339.

The following symbols used in "Office Hours" column indicate:
 # daily except Saturday, Sunday and holidays
 £ daily except Saturday
 % daily except Sunday
 & 7 days but not continuous service
 @ indicates base station for locations within square bracket.

See Page 16 for Speed Restrictions and Special Instructions.

Westward			Clay Center Branch				Eastward		
SECOND CLASS							SECOND CLASS		
	73		SUBDIVISION 20B STATIONS TIME TABLE NO. 1 JAN. 1, 1972				74		
	Freight						Freight		
	Daily Except Sun.						Daily		
	P.M. 1.00						P.M. 2.45		
	1.30						2.15		
	1.55						1.55		
	2.15								
	2.35								
	2.50								
	3.15								
	3.35								
	3.55								
	4.15								
	4.35								
	4.50								
	5.15 P.M.								
		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours		M.P. from St. Joseph	Signs	
				11621	8:00a-5:00p%	McFARLAND *TO	122.0	CRYB	
		2800		12014		ZEANDALE P	135.8		
						UP Crossing UX	143.0		
		8100	55	12021	8:00a-5:00p%	MANHATTAN TO	143.2	W	
		5280	19	12030		KEATS P	152.1		1.30
			45	12039		RILEY P	160.7		1.05
			33	12046		BALA P	167.5		12.50
		3330	86	12057	8:00a-5:00p#	CLAY CENTER TO	179.4		12.25
			60	12065	10:20a-12:00n#	MORGANVILLE P	187.1		12.05
		2480	52	12073	8:00a-5:00p#	CLIFTON @..... TO	195.0		11.50
						MoPac Crossing UX	196.7		
			50	12079	1:30p-3:45p#	CLYDE TO	201.3		11.30
			20	12088		AGENDA P	209.8		11.10
		2800	E15	12094		CUBA P	216.2		10.55
			Yard	12458	Continuous	BELLEVILLE *TO(N)	226.1	RFWT BCYYd	10.30 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

MAXIMUM SPEED: 30 MPH

SPEED RESTRICTIONS

MPH
 MP 178 Pole 25 to MP 179 Pole 18 20
 MP 143 Pole 0 (UP Crossing) 15

SPECIAL INSTRUCTIONS

Trains operating from Subdivision 20 to Subdivision 20-B at McFarland will receive clearance at either Topeka Yard or Herington. Trains to or from Subdivision 20-B except No. 73 will not require clearance at McFarland when operator not on duty.

Watch for fallen rock MP 145 Pole 5 to MP 145 Pole 12.
 After stopping for UP Crossing MP 143 Pole 0; movement over crossing will be made only on signal from member of crew of the train stationed at the crossing. Old UP main track, Clay Center may be used for meeting trains. When using any other UP tracks at Clay Center including turnouts, only one (1) unit may be used.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
143.0	UP	Stop Sign	-	-	-
196.7	MoPac	Stop Sign	-	-	-

Dispatchers phones between stations located at:

- | | |
|----------------|----------------|
| MP 122 Pole 19 | MP 162 Pole 40 |
| MP 131 Pole 10 | MP 167 Pole 30 |
| MP 143 Pole 16 | MP 173 Pole 39 |
| MP 144 Pole 10 | MP 192 Pole 23 |
| MP 152 Pole 14 | MP 201 Pole 20 |
| MP 160 Pole 37 | MP 209 Pole 39 |
| | MP 216 Pole 20 |

The following symbols used in "Office Hours" column indicate:
 # daily exc. Sat., Sun. and Holidays
 £ daily exc. Sat.
 % daily exc. Sun.
 & 7 days/not cont.
 @ indicates base station for locations within square bracket.

SPEED RESTRICTIONS

SUBDIVISION 7	MPH
MP 155 Pole 0 to MP 156 Pole 9	35
MP 156 Pole 9 to MP 158 Pole 29	55
MP 163 Pole 7 BN Crossing	40
MP 164 Pole 19 to MP 166 Pole 0	50
MP 188 Pole 16 to MP 189 Pole 20	25
MP 197 Pole 33 to MP 198 Pole 15	50
MP 198 Pole 22 to MP 199 Pole 6	40
(Except as shown below)	40
MP 198 Pole 32 MoPac Crossing	20
MP 204 Pole 9 AT&SF Crossing (Engine only)	35
MP 215 Pole 23 to MP 217 Pole 19	50
MP 225 Pole 6 to MP 225 Pole 18	50
MP 230 Pole 34 to MP 231 Pole 2	50
MP 257 Pole 7 to MP 257 Pole 13	50
MP 283 Pole 11 to MP 284 Pole 20	45
SUBDIVISION 7-A	
MP 292 Pole 37 to MP 293 Pole 6	50
MP 306 Pole 17 to MP 306 Pole 37	50
MP 316 Pole 10 to MP 316 Pole 27	50
MP 317 Pole 17 to MP 317 Pole 31	45
MP 387 Pole 3 to MP 388 Pole 20 (Eng. only)	25

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service
- @ indicates base station for locations within square bracket.

SPECIAL INSTRUCTIONS

SUBDIVISION 7
 Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
204.9	AT&SF	Gate	Trainmen	AT&SF	Red	-

SUBDIVISION 7-A
 Joint use of tracks between Almena Jct. MP 308 Pole 32 and CB&Q Jct., MP 325 Pole 35 CRI&P and BN Railroads. Agent Norton has control of electrically-locked hand-operated switches Almena Jct., connection at Lau, and CB&Q Jct. Employees using these switches will communicate with operator using block phone located in pole box stenciled "Block Phone" located near each switch. Instructions for operating locks are located in each phone box. There is a time interval of approximately four minutes for locks to release when entering main track. After use of switch has been completed, member of crew will notify operator at Norton. There is also a phone connection with dispatcher's circuit and located in pole box adjacent to each switch for use in emergency. BN trains must receive Rock Island Lines Clearance Form CT-94-A before entering main track at Almena Jct., Lau, and CB&Q Jct.

Westward			Main Line					Eastward				
SECOND CLASS			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	Office Hours	SUBDIVISION 7-A STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M.P. from St. Joseph	Signs	SECOND CLASS		
73	59	81								74	60	82
Freight	Freight	Freight								Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
P.M. 9.20	P.M. 5.35	A.M. 2.55	.....	Yard	46563	Continuous	PHILLIPSBURG *TO	283.9	BCR YaWT	A.M. 4.55	A.M. 6.55	P.M. 6.55
9.29	5.44	3.04	4432	24	46570		STUTTGART P	291.5	.....	4.45	6.45	6.45
			.....	22	46577		PRAIRIE VIEW P	298.3	.....		
			.....	18	46586	8:00a-5:00p#	ALMENA @..... TO	306.5	.....		
			.....	.....	46588		ALMENA JCT P	308.6	.....		
			.....	19	46590		CALVERT P	310.6	.....		
9.58	6.10	3.33	10544	43	46597	7:00a-4:00p#	NORTON *TO	318.0	.....	4.01	6.01	6.10
	82		3132	.....	46598		LAU P	319.0	.....		
			.....	.....	46605		CB&Q JCT P	325.9	.....		
10.10	6.25	3.45	6950	.....	46610		ROBERTSON P	330.0	.....	81 3.45	5.45	5.43
		74	.....	21	46614		CLAYTON P	335.0	.....		
10.23	6.38	3.58	4028	33	46621	1:00p-3:30p#	JENNINGS TO	342.4	.....	3.25	5.25	5.23
			.....	27	46629		DRESDEN P	350.8	.....		
10.43	6.58	4.18	7134	58	46639	7:30a-4:30p#	SELDEN @..... TO	360.2	Y	2.59	5.01	4.59
			.....	50	46649	9:30a-11:00a#	REXFORD TO	370.8	.....		
			.....	W6	46654		BRETON P	375.3	.....		
11.03	7.18	4.38	7102	27	46658		GEM P	379.8	.....	2.35	81 4.38	4.35
11.11	7.26	4.46	4988	82	46666	9:30a-2:00p#	COLBY *TO	387.8	.....	2.25	4.25	4.25
			.....	32	46674		LEVANT P	396.0	.....		
			.....	45	46684	8:00a-5:00p#	BREWSTER @..... TO	405.8	.....		
11.41	7.56	5.16	4040	33	46693		EDSON P	415.1	.....	1.55	3.55	3.55
11.55	8.10	5.30	.....	Yard	47702	Continuous	GOODLAND *TO	423.8	RYdB FWTC	1.45 A.M.	3.45 A.M.	3.45 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(j) AUTHORIZED.

MAXIMUM SPEED: All Trains 60 MPH

See Page 16 for Speed Restrictions and Special Instructions.

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service

@ indicates base station for locations within square bracket.

Westward			Main Line					Eastward				
SECOND CLASS			Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 8 STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M.P. from St. Joseph	Signs	SECOND CLASS		
73	59	81								60	82	74
Freight	Freight	Freight								Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
P.M. 11.25	P.M. 7.30	A.M. 5.10	.....	Yard	47702	Continuous	GOODLAND @..... *TO(N)	423.8	FWTB RYdC	A.M. 2.25	P.M. 2.15	A.M. 12.15
			.....	W12	47708		CARUSO P	429.3	.....		
			.....	70	47712		RULETON..... P	433.4	.....			P.M.
11.53	7.55	5.35	4980	71	47720		KANORADO, KAN P	441.4	.....	2.03	1.53	11.53
74			.....	60	47726		PECONIC, COLO P	447.3	.....		
12.07	8.10	5.50	5074	123	47732	7:00a-4:00p#	BURLINGTON @..... *TO	453.7	.....	1.50	1.40	11.40
			.....	E65	47741		BETHUNE..... P	462.0	.....		
12.26	8.30	6.10	7638	56	47751	7:30a-4:30p#	STRATTON .. @..... TO	472.1	Y	1.30	1.20	11.20
			.....	52	47758		VONA P	479.3	.....		
12.45	8.50	6.30	2624	32	47765		SEIBERT P	486.3	.....	1.15	1.05	11.05
1.00	9.05	6.45	4500	31	47776		FLAGLER ... P	497.3	.....	1.00	12.50	10.50
60 1.15	9.20	7.01	6120	70	47787		ARRIBA P	506.8	.....	12.45	12.35	10.35
1.30	9.35	7.15	4138	39	47799		GENOA P	520.7	.....	12.30	12.20	10.20
1.45 A.M.	9.50 P.M.	7.30 A.M.	.....	Yard	47809	Continuous	LIMON @..... *TO(N)	530.8	RYd WYBC	12.10 A.M.	12.01 P.M.	10.01 P.M.
			.....	5874	48006	Continuous	SANDOWN JCT *TO	.....	YYdB			
			.....	.....	.....		BELT Yd	.....	Yd			
			.....	Yard	48001	Continuous	NORTH YARD ..... *	.....	WFY Yd			
			.....	.....	.....		DENVER	.....	.....	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
RULE 99(j) AUTHORIZED BETWEEN GOODLAND AND LIMON.
EASTWARD TRAINS AND ENGINES MUST OBTAIN CLEARANCE AT LIMON.

MAXIMUM SPEED: All Trains 60 MPH

SPEED RESTRICTIONS

MPH
MP 440 Pole 20 to MP 441 Pole 20 35
MP 530 Pole 11 to MP 530 Pole 34 15
Sandown Jct. to Belt 20

Westward trains between Sandown Jct. and Belt and Eastward trains between D&RGW North Yard and Sandown Jct. will not require clearance.

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
455.75	Great Western Sugar	30
468.36	Great Western Sugar	28

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service

@ indicates base station for locations within square bracket.

SPECIAL INSTRUCTIONS

Bridge 4885 is equipped with flood and fire protection appliance which controls Eastward Signal 4886 and Westward Signal 4865. If these signals are found displaying a Stop, Then Proceed at Low Speed indication, bridge must be inspected before passing over it.

Trains between Limon and 21st Street Denver will be governed by Union Pacific RR operating rules, timetable and special rules.

Trains between 21st Street and Cherry Creek, Denver will be governed by DUT Ry operating rules.

Trains between Cherry Creek and 7th Street Yard, Denver will be governed by AT&SF Ry-D&RGW RR Joint Timetable and D&RGW RR operating rules.

Trains between Belt and Denver North Yard will be governed by D&RGW RR Timetable and operating rules

Westward		Colorado Springs Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 8-A STATIONS TIME TABLE NO. 1 JAN. 1, 1972		M.P. from St. Joseph	Signs
.....	Yard	47809	Continuous	LIMON	*TO(N)	530.8	RYdB WYC
.....	.....	.....	.....	0.0	.....	.....	.....
.....	.....	.....	.....	UP Crossing	UX	530.8	.....
.....	23	47828	.....	MATHESON	.....	550.0	.....
.....	48	47834	.....	6.3	.....	.....	.....
.....	16	47849	7:00a-4:00p#	SIMLA	.....	556.3	.....
.....	W16	47861	.....	14.5	.....	.....	.....
.....	E20	47870	.....	CALHAN	@.....*TO(N)	570.8	.....
.....	.....	.....	.....	11.2	.....	.....	.....
.....	.....	.....	.....	PEYTON	.....	582.0	.....
.....	.....	.....	.....	9.3	.....	.....	.....
.....	15	47879	.....	FALCON	.....	591.3	.....
.....	.....	.....	.....	8.8	.....	.....	.....
1860	Yard	47886	.....	ELSMERE	.....	600.1	.....
.....	.....	.....	.....	7.2	.....	.....	.....
.....	Yard	47888	.....	ROSWELL	.....	607.3	Y
.....	.....	.....	.....	2.3	.....	.....	.....
.....	.....	.....	.....	COLO. SPGS	TO	609.6	RYd WYC
.....	.....	.....	.....	78.8	.....	.....	.....

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: All Trains 40 MPH

SPEED RESTRICTIONS **MPH**
 MP 530 Pole 32 to MP 531 Pole 0 30
 MP 602 Pole 16 to MP 606 Pole 38 30

SPECIAL INSTRUCTIONS
 Trains between Colorado Springs and D&RGW connection Monument Creek will be governed by AT&SF Ry-D&RGW joint timetable and AT&SF Ry operating rules. When train order office is closed, trains may leave Colorado Springs without clearance. Colorado Springs city ordinance restricts speed to 18 MPH for trains moving through sidings or while performing switching over crossings within city limits.

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service

@ indicates base station for locations within square bracket.

Engine or cars being handled inside city property on west industrial spur track serving new power plant Roswell will not exceed 5 MPH.

Movement over Fillmore Street, Roswell must be protected by flagman on ground at the crossing.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
530.8	UP	Stop Signs	-	-	-	-

Westward		Hollandale Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 11-A STATIONS TIME TABLE NO. 1 JAN. 1, 1972		M.P. from Clarks Grove	Signs
.....	17	57009	.....	MAPLE ISLAND	.....	8.7	.....
.....	144	57007	8:00a-5:00p#	2.0	.....	.....	.....
.....	32	.....	.....	HOLLADALE	.....	6.7	Y
.....	.....	.....	.....	3.1	.....	.....	.....
.....	.....	.....	.....	WEST SIDE	.....	3.6	.....
6579	39	57261	.....	3.6	.....	.....	.....
.....	.....	.....	.....	CLARKS GROVE	P	0.0	.....
.....	.....	.....	.....	8.7	.....	.....	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 15 MPH

Trains must stop before proceeding over Highway 65 about three-fourths mile East of Clarks Grove.

Overhead or side restricted clearances as follows:
 Hollandale—Track No. 3 south side of building at door No. 9 Northern Valley Packing Co.

Westward		Albert Lea Branch				Eastward				
SECOND CLASS		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 11-B STATIONS TIME TABLE NO. 1 JAN. 1, 1972		SECOND CLASS		
55	Freight	.....	.....	.....	.....	M.P. from Estherville	Signs	56	Freight	
.....	Daily Except Sat. & Sun.	.....	Yard	57253	8:00a-5:00p# 8:00p-4:00a#	ALBERT LEA	*TO(N)	83.2	BC RTYd	P.M. 6.45
.....	P.M. 7.30	.....	.....	.....	.....	0.3	.....	.....	.....	.....
.....	CMStP&P Crossing	MP	82.9	.....	.....
.....	0.6	.....	.....	.....	.....
.....	CRI&P Crossing	M	82.3	.....	.....
.....	8.9	.....	.....	.....	.....
7.50	30	57010	7:00a-4:00p#	.....	CONGER	@.....	73.4	.....	6.15
.....	7.4	.....	.....	.....	.....
8.03	30	57017	1:30p-2:30p#	.....	WALTERS	.....	66.0	.....	6.02
.....	8.3	.....	.....	.....	.....
.....	C&NW Crossing	A	57.7	.....	.....
.....	0.5	.....	.....	.....	.....
8.18	E-37	57026	.....	.....	BRICELYN, MINN	.....	57.2	.....	5.47
.....	6.6	.....	.....	.....	.....
8.30	56	57033	7:30a-4:30p#	.....	RAKE, IOWA	@.....	50.6	.....	5.35
.....	12.2	.....	.....	.....	.....
9.00	65	57072	7:30a-4:30p#	.....	LAKOTA	@.....	38.4	.....	5.14
.....	11.0	.....	.....	.....	.....
9.20	25	57083	8:30a-5:30p#	.....	SWEA CITY	@.....	27.4	.....	4.52
.....	8.8	.....	.....	.....	.....
9.45	52	57092	10:15a-12N# 3:15p-4:15p#	.....	ARMSTRONG	.....	16.6	.....	4.35
.....	6.1	.....	.....	.....	.....
9.57	E-32	57098	.....	.....	MAPLE HILL	.....	12.5	.....	4.23
.....	5.5	.....	.....	.....	.....
10.10	31	57103	1:15p-3:00p#	.....	GRUVER	.....	7.0	.....	4.13
.....	7.0	.....	.....	.....	.....
11.30 P.M.	Yard	58184	4:00a-12N# 12N-8:00p#	.....	ESTHERVILLE	*TO(N)	.....	FRWT YdBC	4.00 P.M.
.....	89.2	.....	.....	.....	.....

MAXIMUM SPEED: All Trains 35 MPH

SPEED RESTRICTIONS **MPH**
 MP 82 Pole 27 CMStP&P Crossing 20
 MP 82 Pole 9 CRI&P Crossing 20
 MP 80 Pole 0 to MP 27 Pole 0 (except as shown below) 25
 MP 57 Pole 21 C&NW Crossing 20
 MP 17 Pole 12 to MP 15 Pole 0 25
 MP 16 Pole 12 Bridge 164 10

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(d) AUTHORIZED.

Estherville: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

- The following symbols used in "Office Hours" column indicate:
- % daily exc. Sun. & 7 days/not cont.
 - # daily exc. Sat., Sun. and Holidays
 - £ daily exc. Sat.
 - @ indicates base station for locations within square bracket.

Westward				Estherville Branch				Eastward						
SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 12-A STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M.P. from Cedar Rapids	Signs	SECOND CLASS			
217		53									54		218	
Freight	Freight	Freight	Freight								Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
Daily Except Sunday	Daily Except Monday													
A.M. 6.00	A.M. 7.00			Yard	55074		IOWA FALLS YARD	97.4	RFWT BYdC	P.M. 12.30	P.M. 2.50			
6.25				47	55084		POPEJOY	107.4			2.30			
6.35 A.M.	7.50			40	55090	7:30a-4:30p#	DOWS	113.2	RYdW	11.45	2.20 P.M.			
				30	55096		GALT	119.3						
	8.40			57	55104	7:30a-4:30p#	CLARION	126.4		11.00				
							C&NW Crossing ..	126.8						
				25	55109		HOLMES	131.7						
							C&NW Crossing...	135.8						
				50	55114		GOLDFIELD	136.0						
				50	55121		HARDY	144.3						
	9.30			65	55130		LIVERMORE	152.7		9.30				
	54						C&NW Crossing...	153.0						
				30	55135	8:00a-5:00p#	BODE	158.1						
				20	55140		OTTOSEN	163.2						
	10.10			82	55146	7:30a-4:30p#	WEST BEND	168.7		8.00				
				21	55152		RODMAN	174.9						
							CMSIP&P Crossing	184.3						
	10.45			50	55162	7:00a-4:00p#	EMMETSBURG	184.6		7.00				
				20	55167		OSGOOD	190.5						
				55	55172	10:30a-11:30a#	GRAETTINGER...	194.4						
				45	55179	12:45p-1:45p#	WALLINGFORD...	200.6						
	11.45 A.M.			Yard	58184	4:00a-8:00p#	ESTHERVILLE	206.9	RFWT YdBC	6.00 A.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
EXCEPT NO. 217 IS SUPERIOR TO NO. 54 AND NO. 218 AND NO. 53 IS SUPERIOR TO NO. 218
RULE 99(d) AUTHORIZED DOWS TO ESTHERVILLE
TRAINS ORIGINATING IOWA FALLS YARD OBTAIN CLEARANCE AT MILLS SUB-DIVISION 12

MAXIMUM SPEED: 35 MPH

The following symbols used in "Office Hours" column indicate:
daily except Saturday, Sunday and holidays
E daily except Saturday
% daily except Sunday
& 7 days but not continuous service
@ indicates base station for locations within square bracket.

See Page 22 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 12-A	
MP 102 Pole 0 to MP 112 Pole 20	25
MP 126 Pole 28 C&NW Crossing	20
MP 132 Pole 0 to MP 135 Pole 28	25
MP 135 Pole 28 C&NW Crossing	20
MP 135 Pole 28 to MP 142 Pole 0	25
Trains handling derrick and pile drivers BR 1364.....	10
MP 151 Pole 2 to MP 151 Pole 12	25
MP 154 Pole 26 to MP 155 Pole 0	30
MP 184 Pole 4 to MP 184 Pole 21	10
MP 185 Pole 0 to MP 185 Pole 10	30
MP 193 Pole 31 to MP 194 Pole 5	25
MP 198 Pole 27 to MP 199 Pole 8	25

	MPH
SUBDIVISION 12-B	
MP 114 Pole 0 to MP 122 Pole 0	10
MP 153 Pole 0 to MP 154 Pole 20	10

	MPH
SUBDIVISION 12-C	
MP 160 Pole 0 to MP 161 Pole 16	10
MP 165 Pole 5 to MP 173 Pole 0	10

SPECIAL INSTRUCTIONS

SUBDIVISION 12-A
Rule 83: Iowa Falls Yard and Dows for trains originating or terminating. No. 218 may leave Dows without clearance when no operator on duty and train order signal indicates proceed.
When making a movement from Clarion station to transfer track and it is desired to return to Clarion station, a key switch controller is provided and located on mast of Eastward Absolute Signal. To operate, insert switch key and turn to the right. If no train approaching on C&NW tracks, Eastward Absolute Signal will clear. In case a C&NW Railroad approach has become occupied, it will be necessary to operate release at crossing.
Estherville—movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.
Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
153.0	C&NW	Stop Signs	-	-	-	-
184.3	CMSIP&P	Stop Signs	-	-	-	-

SPECIAL INSTRUCTIONS—continued

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
121.1	Sinclair Fertilizer	9
156.8	Custom Farm Service	7
205.2	Virginia Spur	11

SUBDIVISION 12-B
Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
119.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red	-
127.8	C&NW	Stop Sign	-	-	-	-
128.8	C&NW	Stop Sign	-	-	-	-
146.1	CMSIP&P	Gate	Trainmen	CRI&P	Red	-

Westward		Forest City Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 12-B STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M. P. from Cedar Rapids	Signs	
.....	40	55090	7:30a-4:30p#	DOWS TO	113.2	RYdW	
.....	.....	.....	.....	C&NW Crossing UX	119.6	.....
.....	15	55007		ROWAN]	119.9	.....
.....	.....	.....		C&NW Crossing ... UX	127.8	.....
.....	48	55015	7:30a-4:30p%	BELMOND] @.....	126.0	.....
.....	.....	.....		C&NW Crossing UX	128.8	.....
.....	15	55020		GOODELL]	133.5	.....
.....	146	55026	7:30a-4:30p#	KLEMM] @.....	139.3	.....
.....	55	55033	12:45p-2:00p#	GARNER] *TO(N)	145.8	B	
.....	.....	.....		CMS&P Crossing UX	146.1	.....
.....	.....	55035		HAYFIELD JCT ..]	148.1	.....
.....	E10	55039		MILLER]	151.7	.....
.....	180	55045	2:20p-3:20p#	FOREST CITY]	157.5	.....
.....	E15	55050		NEILS]	163.3	.L....	
.....	35	55055	9:30a-11:45a#	THOMPSON] (Base Lakota SD 11-B)	168.1	.....
.....	73	55064	1:00p-2:45p#	BUFFALO CENTER]	177.1	RYdW	

MAXIMUM SPEED: 20 MPH

See Page 22 for Speed Restrictions and Special Instructions.

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

The following symbols used in "Office Hours" column indicate:
 # daily exc. Sat., Sun. and Holidays
 % daily exc. Sat. and Sun.
 @ indicates base station for locations within square bracket.

Westward		Titonka Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 12-C STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M. P. from Cedar Rapids	Signs	
.....	.....	55035		HAYFIELD JCT]	148.1	.....
.....	25	55006		HAYFIELD]	153.9	.....
.....	.....	.....		C&NW Crossing A	154.4	.....
.....	22	55012		CRYSTAL LAKE]	159.9	.....
.....	26	55018		WODEN]	166.2	.....
.....	53	55025	7:30a-4:30p#	TITONKA] @.....	172.8	.....

MAXIMUM SPEED: 20 MPH

See Page 22 for Speed Restrictions and Special Instructions.

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

Westward		Sioux Falls Branch				Eastward	
Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 13 STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M. P. from Cedar Rapids	Signs	
.....	Yard	58184	4:00a-8:00p#	ESTHERVILLE *TO(N)	206.9	RFWT Y&BC	
.....	104	58191	8:00a-5:00p#	SUPERIOR]	213.8	.....
.....	30	58201	7:30a-4:30p#	SPIRIT LAKE] @.....	223.6	.....
.....	30	58205		MONTGOMERY ...]	228.4	.....
.....	80	58212	7:30a-4:30p#	LAKE PARK *TO	234.7	RWYdC	
.....	30	58218		HARRIS]	240.6	.....
.....	45	58223	8:00a-5:00p#	OCHEYEDAN] @.....	246.0	.....
.....	33	58230		ALLENDORF]	251.8	.....
.....	99	58235	7:30a-4:30p#	SIBLEY] @..... *TO	257.4	RYdBC	
.....	.....	.....		C&NW Crossing UX	257.6	.....
.....	20	58242	7:30a-4:30p#	LITTLE ROCK, IOWA @.....	265.0	.....
.....	52	58251	7:00a-4:00p#	ELLSWORTH, MINN]	273.7	.....
.....	40	58611	9:20a-11:45a#	ROCK RAPIDS, IOWA]	283.5	.....
.....	.....	.....		IC Crossing (Base Station) UX	283.7	.....
.....	.....	.....		BN Crossing Little Rock, Iowa) A	292.2	.....
.....	10	58619	1:00p-2:00p#	LESTER Iowa) TO(N)	292.3	.....
.....	E22	58624		LARCHWOOD, IOWA]	297.7	.....
.....	.....	.....		CMS&P Crossing A	314.5	.....
.....	.....	.....		BN Crossing UX	315.9	.....
.....	.....	.....		C&NW Crossing UX	316.0	.....
.....	Yard	58643	8:00a-5:00p%	SIoux FALLS, S. DAK TO(N)	316.4	RTYd WBC	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(d) AUTHORIZED LAKE PARK TO SIOUX FALLS.
 MAXIMUM SPEED: All Trains 35 MPH

See Page 25 for Speed Restrictions and Special Instructions.

The following symbols used in "Office Hours" column indicate:

- # daily except Saturday, Sunday and holidays
- £ daily except Saturday
- % daily except Sunday
- & 7 days but not continuous service

@ indicates base station for locations within square bracket.

SPEED RESTRICTIONS

	MPH
SUBDIVISION 13	
MP 207 Pole 4 to MP 209 Pole 3	20
MP 221 Pole 29 to MP 222 Pole 14	25
MP 223 Pole 16 to MP 223 Pole 25	30
MP 237 Pole 16 to MP 244 Pole 24	25
MP 248 Pole 27 to MP 250 Pole 3	30
MP 257 Pole 6 C&NW Crossing	20
MP 263 Pole 15 to MP 268 Pole 10	30
MP 282 Pole 22 to MP 283 Pole 22	30
MP 283 Pole 28 IC Crossing	20
MP 288 Pole 25 to MP 289 Pole 10	30
MP 292 Pole 7 BN Crossing	20
MP 292 Pole 25 to MP 293 Pole 14	30
MP 299 Pole 36 to MP 302 Pole 15	30
MP 306 Pole 0 to MP 308 Pole 35	30
MP 314 Pole 20 CMStP&P Crossing	10
Sioux Falls—Cliff Ave.	10
MP 315 Pole 36 BN Crossing	10
MP 316 Pole 0 C&NW Crossing	10
Bismark Spur trains handling derricks and pile drivers	10

MPH

SUBDIVISION 13-A	
MP 237 Pole 18 to MP 238 Pole 5	25
MP 244 Pole 0 to MP 253 Pole 17	20
MP 253 Pole 17 to MP 253 Pole 21	10
MP 261 Pole 0 to MP 262 Pole 0	20
MP 264 Pole 9 to MP 270 Pole 0	20
MP 270 Pole 0 to MP 275 Pole 25	20

SPECIAL INSTRUCTIONS

SUBDIVISION 13

Estherville—Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

Sioux Falls—Trains and engines within city limits will not exceed 10 MPH.

Rule 83: Lake Park and Sibley for trains originating or terminating.

Overhead or side restricted clearances as follows:

Superior—Elevator spout

Railroad Crossings at Grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
257.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red	—
283.7	IC	Stop Sign	—	—	—	—
315.9	BN	Stop Sign	—	—	—	—
316.0	C&NW	Stop Sign	—	—	—	—

SPECIAL INSTRUCTIONS—continued

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
256.5	Sibley Concrete	6

SUBDIVISION 13-A

Rule 83: Lake Park for trains originating or terminating. Overhead or side restricted clearances as follows:

Worthington C&NW Overpass MP 253.2

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
254.7	Star Homes	10
268.6	Minn Fertz	8

Westward

Worthington Branch

Eastward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 13-A STATIONS		M.P. from Cedar Rapids	Signs
						TIME TABLE NO. 1			
						JAN. 1, 1972			
		80	58212	7:30a--4:30p#	LAKE PARK, IOWA	*TO	234.7	RWYdC
		10	58410		ROUND LAKE (Base Ocheyedan, SD 13)		244.3	
		131	58420	7:00a--4:00p#	WORTHINGTON, MINN		254.0	.....
		29	58427		READING		261.9	.....
		20	58434		WILMONT		269.1	.....
		20	58441	8:30a--5:30p#	LISMORE	@	275.3	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(1)(2) AUTHORIZED

MAXIMUM SPEED: 30 MPH

See Page 25 for Speed Restrictions and Special Instructions.

The following symbols used in "Office Hours" column indicate:

daily except Saturday, Sunday and holidays

f daily except Saturday

% daily except Sunday

& 7 days but not continuous service

@ indicates base station for locations within square bracket.

RULES CHANGES

RULES CHANGES—continued

UNIFORM CODE OF OPERATING RULES

Rule L (Addition)—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks, must keep their hair at a length which will avoid the danger of it becoming ignited or entangled or enmeshed in said equipment or machinery. Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 10(j), Rule 10(k), and Train Order Form X Example (3) effective only where authorized by Special Instructions.

Rule 12(m)—Trainmen and Enginemen must not use foreign lines radio frequencies while on Rock Island Lines property.

Rule 17 (Addition)—That part of Rule 17 of the Uniform Code of Operating Rules, paragraph four, reading: "and (headlight) must be extinguished when train has stopped entirely clear of main track" is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

Rule 17-A (Addition)—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

Rule D-81 Revised—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed low speed and will notify train dispatcher when movement has been com-

pleted. When such authority is given under this rule, it will supersede the superiority of trains.

Rule D-93 of the Uniform Code of Operating Rules is changed to read:—Within yard limits, when moving against the current of traffic, all trains and engines must move at low speed.

Rule 98 (Addition)—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

Rule 103(a) (7) Revised—Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors, and swinging doors on cars are closed and secured; and persons in or about cars are warned and requested to vacate cars while being switched.

Rule 104 (11)—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

Rule 104(a) (Addition)—Where there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed," and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

Rule 110(a) High-Wide Load—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors, in checking waybills for trains handling a high-wide load or excessive weight shipment, must immediately notify the Chief Train Dispatcher if they do not have instructions governing movement of car. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars

Westward		Sibley Branch				Eastward	
Percentage Capacity of Siding	Car Capacity of Other Tracks	Station Numbers	Office Hours	SUBDIVISION 13-C STATIONS TIME TABLE NO. 1 JAN. 1, 1972	M.P. from Chicago	Signs	
.....	33	58062	7:00a-4:00p#	GOWRIE..... TO	425.0	RWY YdC	
.....	28	58505		SLIFER.....	431.4	.....
.....	W18	58510		SOMERS.....	435.0	.....
.....	.....	.....		C&NW Crossing... UX	435.2	.....
.....	.....	.....		IC Crossing..... A	446.8	.....
.....	30	58522	8:30a-11:40a#	MANSON.....	447.0	.....
.....	44	58530	7:30a-4:30p#	PALMER..... @.....	454.7	.....
.....	14	58534		WESTVIEW.....	459.1	.....
.....	80	58538	7:30a-4:30p#	POCAHONTAS.... @.....	462.5	.....
.....	21	58544		WARE.....	468.7	.....
.....	34	58550		LAURENS.....	474.7	.....
.....	.....	.....		C&NW Crossing..... A	475.2	.....
.....	.....	.....		CMSrP&P Crossing..... UX	484.3	.....
.....	31	58571		ROSSIE.....	495.7	.....
.....	33	58577	7:00a-4:00p#	ROYAL..... @.....	501.8	.....
.....	E35	58584		MONETA.....	508.6	.....
.....	22	58589	8:15a-5:15p#	HARTLEY..... @.....	514.2	.....
.....	.....	.....		CMSrP&P Crossing..... A	514.4	.....
.....	26	58595		PLESSIS.....	519.5	.....
.....	30	58596	9:50a-11:40a#	MELVIN..... (Base Ochevedan) SD 13	524.5	.....
.....	26	58599		CLOVERDALE....	530.0	.....
.....	99	58235	7:30a-4:30p#	SIBLEY..... *TO	534.9	RYdBC	

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 30 MPH

The following symbols used in "Office Hours" column indicate:
 # daily exc. Sat., Sun. and Holidays
 & daily exc. Sat.
 % daily exc. Sun. & 7 days/hot cont.
 @ indicates base station for locations within square bracket.

Derail on main track MP 431 Pole 14 covered by Stop Signs.
 Railroad crossings at grade are protected by interlocking except:

SPEED RESTRICTIONS	MPH
MP 425 Pole 8 to MP 443 Pole 21.....	20
MP 446 Pole 14 to MP 475 Pole 0.....	20
MP 475 Pole 6 C&NW Crossing.....	10
MP 484 Pole 10 CMSrP&P Crossing.....	20
MP 490 Pole 0 to MP 533 Pole 0.....	20

SPECIAL INSTRUCTIONS
 Rule 83: Sibley for trains originating or terminating.
 Trains may leave Manson without clearance if no operator on duty.

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
435.2	C&NW	Gate	Trainmen	CR&P	Red -
484.3	CMSrP&P	Stop Sign	-	-	-

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
456.6	Arco Chemical Co.	12
523.8	Amer. Cyanimid Corp.	10

RULES CHANGES—continued

being lined up for movement in trains. Yardmaster must notify the Chief Dispatcher.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track—trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed _____ mph at (or between)

RULES CHANGES—continued

10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the Items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:
"Extra 300 West has (car number) in train measuring _____ in width and _____ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 mph at Bridge _____."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

Rule 111(c)—Mirrors of any type must not be used in making inspection as required by Rule 111.

New indication Rule 282:
"Proceed, reducing to 40 MPH before reaching next signal."

New Rule 346—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

Addition to Rule 508 (5)—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

Train orders, except Form X Example 2, must not be issued in the form of a General Order.

Maximum speed may be increased as well as decreased by train order.

SPEED RESTRICTIONS

ALL SUBDIVISIONS		
Authorized speed through switch leads of turnouts as follows:		
	Loaded	
	85 Ft. & Longer Cars	
No. 20.....	40	35
No. 15.....	25	20
Others.....	10	
		MPH
TOFC Trailers loaded with swinging meat thru No. 15 and No. 20 turnouts.....		15

LOCATION No. 15 TURNOUTS

SUBDIVISION 5	
MP 473 Pole 25	
MP 475 Pole 0	
MP 487 Pole 4	
MP 489 Pole 4	End of two main tracks

SUBDIVISION 7

MP 315 Pole 37
MP 317 Pole 13
MP 329 Pole 11
MP 330 Pole 30

SUBDIVISION 11

MP 244 Pole 37
MP 251 Pole 27
MP 268 Pole 15
MP 269 Pole 22
MP 284 Pole 5
MP 285 Pole 11
MP 295 Pole 4
MP 296 Pole 9
MP 306 Pole 14
MP 333 Pole 13

SUBDIVISION 12

MP 191 Pole 3

LOCATION No. 20 TURNOUTS

SUBDIVISION 5

MP 362 Pole 24	End of two main tracks
MP 362 Pole 28	C&NW Connection
MP 454 Pole 4	
MP 457 Pole 0	

MAXIMUM ENGINE SPEEDS

	MPH
610, 613-620, 630, 637-639, 641, 642, 643-646, 648-650, 652-655, 657-665, 675-677, 750-751.....	95
303, 312, 319, 321, 323, 325, 328, 343, 345, 350, 352, 353, 355-357, 359, 360, 366, 370, 372, 374, 375, 382-396, 4700-4719.....	90
190-199, 208-210, 223, 226, 228-230, 234, 238, 243-281, 285-299, 417-421, 424.....	83

SPEED RESTRICTIONS—continued

	MPH
300-302, 304, 305, 307-309, 311, 313, 314, 315-318, 320, 322, 324, 326, 327, 329-333, 340-342, 344, 346-349, 351, 354, 358, 361-365, 367-369, 371, 373, 376-381.....	77
10, 12-19, 20-23, 25, 27, 100, 101, 103-119, 120, 122-127, 200-207, 211, 213-220, 222, 224, 225, 227, 231, 232, 233, 235, 236, 237, 240, 241, 242, 402-406, 408-411, 415, 416, 422, 423, 430-441, 451-454, 456, 470-473, 475, 920-936, 940-949, 1200-1353.....	70
557, 558, 765-779, 795-797, 811-840, 901, 904, 907, 909, 913, 914, 4900-4909.....	65
529-546, 4800-4804.....	45
550-556, 559, 561-563, 900, 902, 903, 905, 906, 908, 910, 911, 915.....	40
Trains and engines moving against current of traffic on two main tracks not signaled both directions.....	49
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators (Engine only).....	30
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (Engine only).....	10
Single unit engines running forward light, or with only one car (except suburban service).....	35
Road freight or passenger diesels, other than road switchers, backing up.....	25
When this is being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Scale test cars moving in trains will be handled next ahead of caboose, except RI 95381 may be positioned at any location in the train.	
Short Wheel base ore hoppers.....	30
Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer.....	25
Pile Driver 95230, 95231, 95232 and Crane 95260: Main Line.....	35
Branch Line (except as shown below).....	25
Subdivisions 5A, 5B, 5C, 11A, 12B, 12C, 13A, 13B, 13C, 13D, and 16A.....	20
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.	
These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where it can be done unless otherwise authorized.	

SPEED RESTRICTIONS—continued

MPH

Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:

Subdivisions 10B, 12A, 13.....	30
Subdivisions 8A, 11B.....	25
Subdivisions 4B, 4C, 4D, 5A, 5B, 5C, 11A, 12B, 13A, 13C, and 16A.....	20
Subdivisions 6A, 6B, 13D.....	15
All other Subdivisions.....	40

Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends.....

Trains handling welded rail of any length will not exceed 35 MPH; 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.

Air dump cars under load.....
Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.

All Work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

When gross tonnage of freight trains exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH. (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train.)

Trains and engines having a six-axle locomotive in engine consist must not exceed 40 MPH where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units.

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines.....	3 inches
Lightweight passenger cars.....	7 inches
Conventional passenger cars.....	12 inches

Des Moines Division

SPECIAL INSTRUCTIONS—continued

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

2. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car setoffs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

- B—General order boards and books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye
- TO—Train order station per Rule 221

- TO(N)—Train order station, no train order signal
- UX—Railroad crossing not protected by interlocking
- Yd—Station where yard limit signs are maintained
- *—Radio installation
- M—Manual Interlocking
- A—Automatic Interlocking

M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.

2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

9. A train holding main track at meeting point must not pass beyond **OVERLAP SIGN** nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing **OVERLAP SIGN**.

SPECIAL INSTRUCTIONS—continued

10. **HIGHWAY CROSSING SIGNALS**—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing, switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved, extreme care should be taken to see the correct controller is used.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

Drawbridges are located as follows:

Inver Grove—Mississippi River

14. In CTC territory, where maximum speed is in excess of 20 MPH, trains or engines using a hand operated main track switch not equipped with electric lock must have a portion of its train occupying main track or leave main track switch open while using such track. Trains or engines must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Loads of bundled floating-type lumber must be entrained not more than 10 cars ahead of caboose or 10 cars behind engine to permit frequent inspection. At least one buffer car must be placed between these loads and the caboose or between these loads and the engine. Trains handling these loads, before meeting or passing another train, must make inspection and ascertain that loads are not shifted. Yardmasters must advise train dispatchers of any of these loads moving in trains and train dispatcher must keep crews informed of locations of other trains.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides

SPECIAL INSTRUCTIONS—continued

of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

- (1) Less than two and one-half inches—Normal Speed.
- (2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. **TRAIN LOCATION LINE-UP RULES**—Rules contained herein govern all types of trackwork and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul main track by providing flag protection as prescribed by Rule 99.

The line-up shall list all trains on the road ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains

SPECIAL INSTRUCTIONS—continued

running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible.

Line up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 AM; or No. 74 Leave (Station) not before 2:01 PM, etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" (Wait Order).

Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

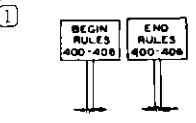
Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies

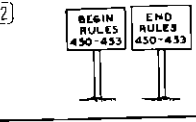
SPECIAL INSTRUCTIONS—continued

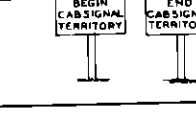
were issued, and when relayed by phone or other communication, notation will be made on file copy.

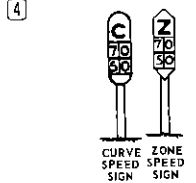
When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

Rule 21

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1. Indicates location where Centralized Traffic Control (CTC) Rules 400-406 begin and end.
- 


2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.
- 

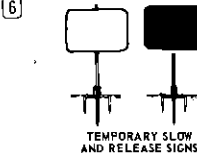
3. Indicates location of beginning and end of cab signal territory.
- 

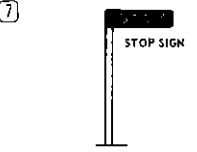
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h).

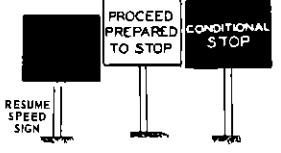
SPECIAL INSTRUCTIONS—continued

Rule 21—Continued

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5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther where necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).
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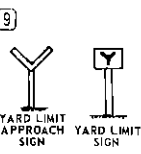
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10(g).
- 

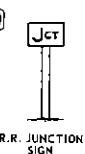
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.
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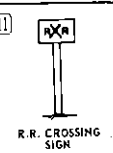
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will


SPECIAL INSTRUCTIONS—continued


Rule 21—Continued

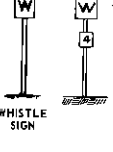
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9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.
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10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.
- 

11. R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.
- 

12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.
- 

13. End of block sign indicates the point where block signal section ends.
- 

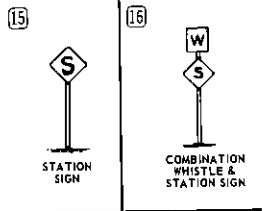
14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

40 MPH or less.....	1320 Ft.
40-60 MPH.....	2000 Ft.
60-80 MPH.....	2600 Ft.
80-90 MPH.....	3000 Ft.

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal Rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.

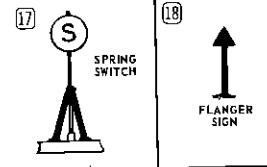
SPECIAL INSTRUCTIONS—continued

Rule 21—Continued



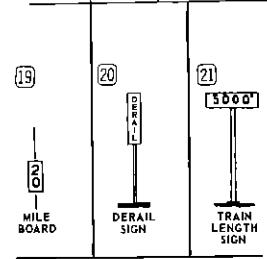
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.

16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.



17. Indicates location of spring switches.

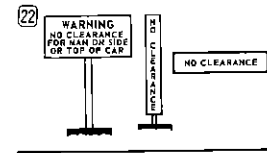
18. Flanger sign indicates location where flangers are to be raised over motor car setoffs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.



19. Mile board indicates mile post location.

20. Derail sign indicates location of derails.

21. Train length marker signs indicate distance from leaving switch or siding or yard (or other designated point) to determine length of train by feet.



22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.

SPECIAL INSTRUCTIONS—continued

Rule 22

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdivision	Description of Line	Gross Weight
5C	Avoca to Oakland	221,000
5A	Winear to Winterset	240,000
16A	Carlisle to Indianola	200,000
13	Estherville to Sioux Falls	221,000F

F. Cars weighing from 221,000 pounds to 263,000 pounds (gross weight) may be handled between Estherville and Sioux Falls with the Following restrictions:

Br. No.	Town	Speed
2583	Sibley	20 mph
2834	Sibley	20 mph
3032	Larchwood	20 mph
3033	Larchwood	20 mph
3040	Granite	20 mph
3065	Granite	20 mph
3073	Granite	10 mph

Subdivision	Description of Line	Gross Weight
13	Bismark Spur, Sioux Falls, South Dakota	200,000
13A	Lake Park to Lismore	220,000G

G. Cars weighing from 220,000 pounds to 263,000 pounds (gross weight) may be handled between Lake Park and Lismore at speeds not exceeding 10 mph at the following locations:

M.P. 244.6 to M.P. 253.10	13C	Gowrie to Sibley	221,000
M.P. 264.3 to Lismore	12B	Dows to Klemme	263,000H

H. Cars weighing from 240,000 pounds to 263,000 pounds (gross weight) may be handled between Dows and Klemme at speeds not exceeding 10 mph.

Weight restriction Klemme to Buffalo Center is 221,000 pounds (gross weight of car and lading).

12C	Hayfield Junction to Titonka	221,000
6B	Fairbury to Ruskin	190,000J

J. Relief cranes 95023 and 95025 should not be operated on the Fairbury to Ruskin Line.

Industrial Trackage

(Account of Strength of Bridges)

5	State Fair Grounds Spur	190,000
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Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement must obtain authority from the General Superintendent of Transportation.

Rule 23.

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number _____
2. Location _____ Nearest Mile Post _____

Brief description of physical layout such as curves, cut, fill, ascending or descending grade. _____

3. Time of Derailment or Accident _____
4. Loads, empties and tons (in train) _____
5. Location in train of derailed cars _____
6. Estimate of Track, Bridge or Signal damage _____
7. Personal injuries _____
8. Cause of Derailment or Accident (if known) _____

9. Weather conditions _____

10. If Hazardous Material involved:

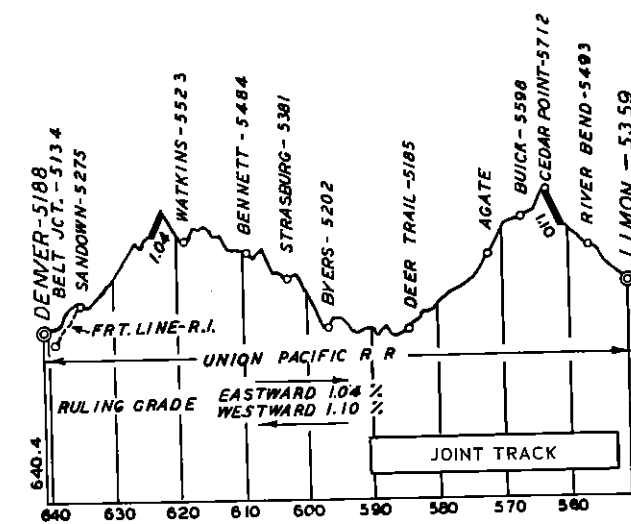
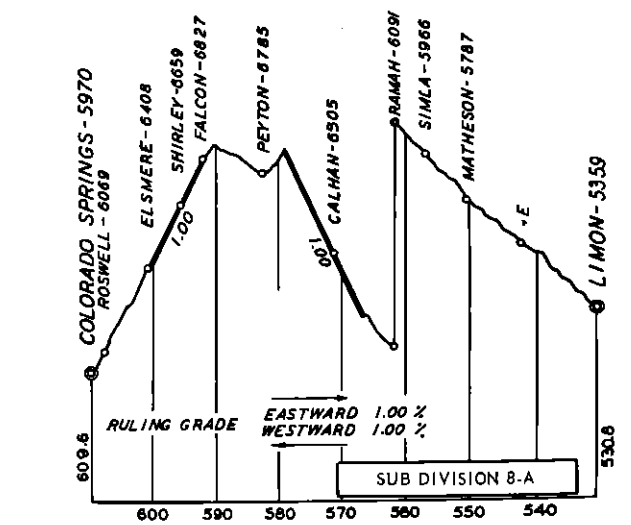
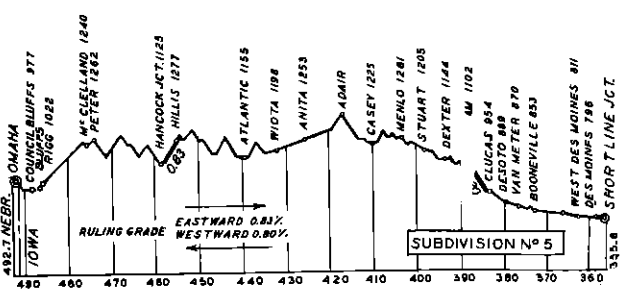
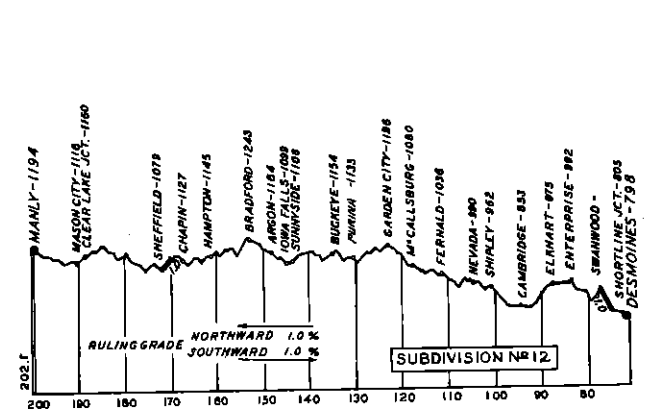
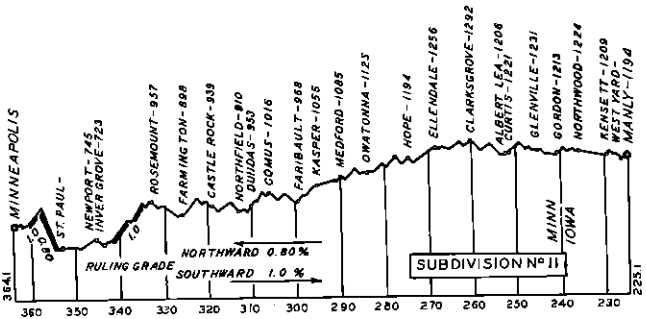
A. How close to residential or commercial establishments _____

B. Are any cars broken open or leaking (if yes, describe) _____

C. Is any car or equipment on fire _____

11. Details of cars involved as follows: (List each car involved in accident or derailment)

Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car
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OFFICERS

- H. E. PHELPS—Senior Asst. Supt. Des Moines
- C. W. GUENTHER—Chief Dispatcher Des Moines
- H. L. REYBURN—Chief Dispatcher El Reno
- C. H. MEYERS—Asst. Supt. Inver Grove
- H. E. STRATE—Division Engr. Des Moines
- J. B. FISTER—Terminal Trainmaster Des Moines
- W. E. HAND—Trainmaster Des Moines
- J. F. BROSCHE—Trainmaster Estherville
- H. H. LAMBERT—Trainmaster Council Bluffs
- B. O. MATTHEWS—Trainmaster Belleville
- R. D. NESTOR—Trainmaster Goodland
- W. E. HILL—Trainmaster Denver
- M. C. BURKART—Trainmaster Manly
- M. E. LAWNSDALE—Asst. Terminal Trainmaster Des Moines
- M. B. CAMPBELL—Div. Mechanical Officer—Locomotives Des Moines
- L. D. MORTON—Div. Mechanical Officer—Cars Des Moines
- W. L. RODGERS—Asst. Div. Mechanical Officer—Locomotives—Cars Inver Grove
- N. K. HOUSTON—Asst. Div. Mechanical Officer—Cars Des Moines
- R. E. EVANS—Road Foreman of Engines Des Moines
- L. E. DUFFY—Road Foreman of Engines Fairbury
- J. W. ODOM—Road Foreman of Engines Goodland
- L. C. HEDGER—Division Safety Officer Des Moines

TRAIN DISPATCHERS

DES MOINES

- W. E. MURPHY—Asst. Chief Dispatcher
- V. R. BEESON—Asst. Chief Dispatcher
- J. D. STROH—Relief Asst. Chief Dispatcher
- R. S. BOYD—Asst. Chief Dispatcher
- C. D. AUSTIN—Asst. Chief Dispatcher
- J. J. WILKE—Dispatcher
- J. D. McDERMET—Dispatcher
- J. E. MARSENGILL—Dispatcher
- D. A. ZOELLNER—Dispatcher
- D. D. EDGERTON—Dispatcher
- G. L. WATTS—Dispatcher
- L. H. ELYEA—Dispatcher
- G. R. WILLIAMSON—Dispatcher
- R. L. THOMPSON—Dispatcher
- J. A. HEAD—Dispatcher
- C. S. WINSHIP—Dispatcher
- J. F. CORDER—Dispatcher
- J. L. VAN DEE—Dispatcher
- C. D. SHIELDS—Dispatcher
- D. L. STOWE—Dispatcher
- D. W. CONTELL—Dispatcher
- D. R. CROSS—Extra Dispatcher
- P. D. MCKEE—Extra Dispatcher
- D. R. SABIN—Extra Dispatcher
- D. D. LOONAN—Extra Dispatcher
- D. R. FRIEND—Extra Dispatcher
- L. A. ROBINSON—Extra Dispatcher

EL RENO

- R. W. POPEJOY—Asst. Chief Dispatcher
- W. R. HEDRICK—Relief Asst. Chief Dispatcher
- C. E. WALTERS—Asst. Chief Dispatcher
- R. A. HERD—Asst. Chief Dispatcher
- L. E. OLSON—Dispatcher
- W. D. MINNICK—Dispatcher
- R. M. YOUNG—Dispatcher
- A. E. ANDERSON—Dispatcher
- J. D. MARQUIS—Dispatcher
- D. L. KIRKPATRICK—Extra Dispatcher
- G. P. PEREZ—Extra Dispatcher
- D. E. MUSE—Extra Dispatcher